

F/KL# 361

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	USSR (Ukrainian SSR)	REPORT NO.	25X1A
SUBJECT	Mukachevo Airfield	DATE DISTR.	26 August 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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SOURCE:	
	25X1A

- The Mukachevo airfield was situated at a point (N 48-23, E 22-41) 5.4 kilometers south-southwest of the center of Mukachevo. I have indicated prominent landmarks and areas of interest relative to the field's location (see sketch, page 3), dimensions, and facilities of the field (see sketch, page 6), and certain units which were located at the south end of the runway (see sketch, page 8).
- One runway I can definitely locate (Point # 1, page 6) was 2,300 meters long and extensible to the south for two kilometers. It was in excellent condition. The area surrounding this runway was grass, except for the crushed rock road at the north end of the field (Point # 10, page 3). There may have been paved taxiways, but I only saw aircraft taxiing through the grass from the north end (Point # 3, page 6) down the east side of the runway, and from the southern line of parked aircraft (Point # 4, page 6) onto the runway. There were no hardstands or revetments. In spring 1950 enlargement of the airfield to four or five times its former area was started. By spring 1951, MIG-15s were using the field. The Andesite Stone Quarry supplied 2,000 cubic meters of the following size stones (quantity of each size unknown) for the runways:
 - 3½ cm. to 6 cm.
 - 2½ cm. to 3½ cm.

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(Note: Washington Distribution Indicated)

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SECRET

- 2 -

c. $\frac{1}{2}$ cm. to $2\frac{1}{2}$ cm.

d. up to $\frac{1}{2}$ cm.

The only obstructions I noticed were the trees (20 m. high) to the east, west, and south, and the city of Mukachevo to the north of the field. I never noticed drainage canals on the field, but I never saw puddles after a heavy rainfall.

3. The number of aircraft at the field seemed to be constant at about 85 - 95 MIG-15s. Their take-offs were normally in pairs to the northeast. After take-off they joined up and flew in various formations. I have heard aircraft flying when there were low hanging clouds or when it was raining; but I do not know where these flights originated.
4. The airfield was under military control. I observed two uniformed guards, armed with submachine guns, patrolling the field's western boundary.
5. We had very mild winters; a snowfall of one-half meter was considered severe, and even that would melt within a week. 1951 and 1952 were years of drought; during June and July of those years there was barely any rain. Rare morning fogs did occur but burned off within an hour or two. The prevailing wind was from the north. I do not know the altitude.

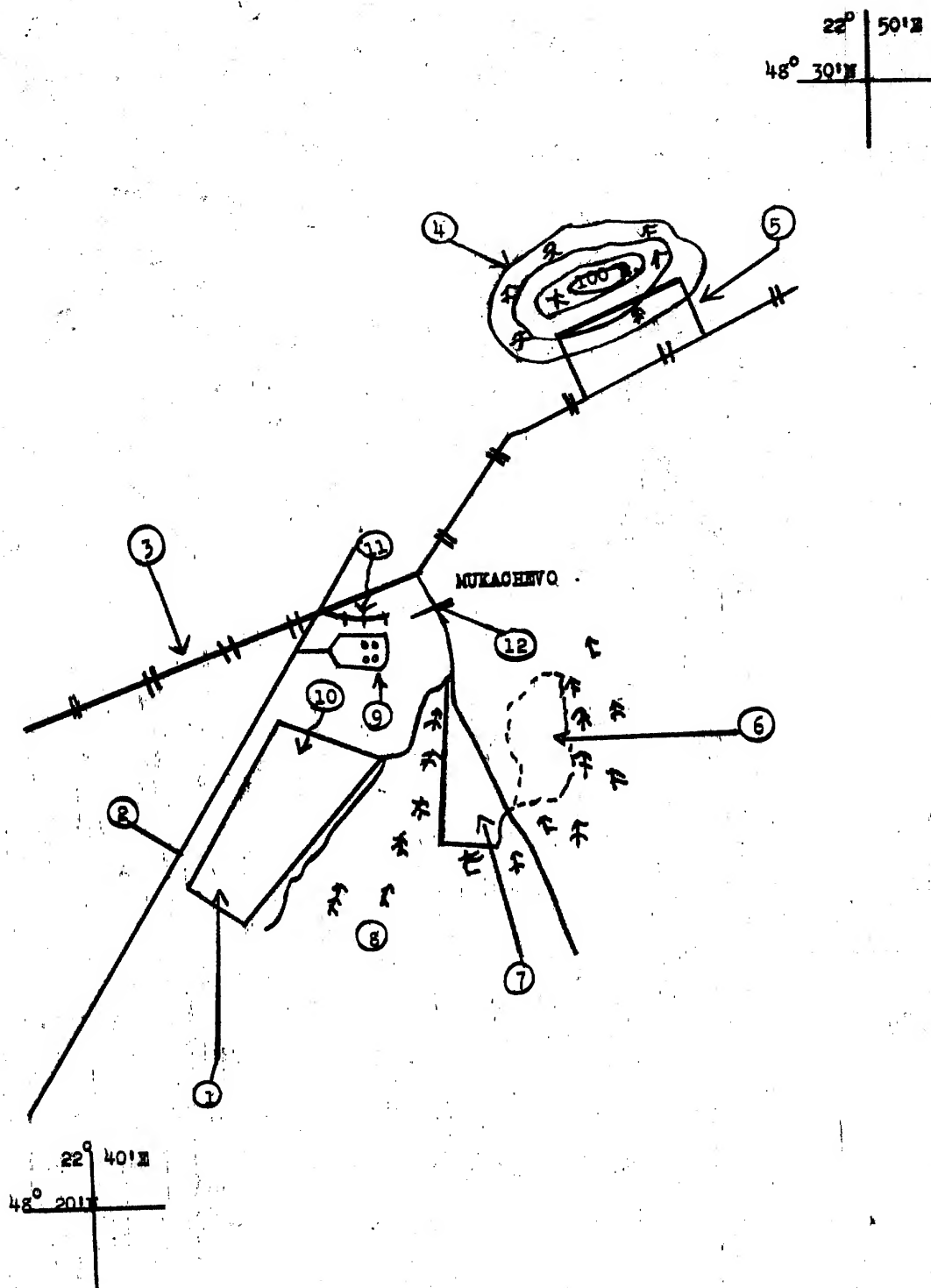
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25X1A

SECRET

- 3 -

Overlay of GSGS 4416, Sheet W-17; Scale: 1:100,000 Mukachevo,
Pinpointing Mukachevo Airfield and Other Areas of Interest



SECRET

SECRET

- 4 -

Legend to Sketch, Page 3

- Point # 1. Mukachevo Airfield: boundaries drawn to map scale; the western boundary is believed accurate within 100 m. The eastern boundary was estimated using North Selo and the road to the east as a guide. The northern and southern boundaries were estimated according to the forest clearing operations which took place during the airfield's enlargement. [] was unable to define the previous boundaries of the airfield before enlargement. 25X1X
- # 2. Highway from Mukachevo to Beregovo: 12 m. wide, asphalt, excellent condition, small drainage ditch on both sides varied in depth to a maximum of one meter.
- # 3. Double-Track, Wide-Gauge RR Track: heavy traffic, both passenger and freight trains.
- # 4. Memory Sketch of Terrain: in the vicinity of Point No. 5. No attempt was made to conform to map scale.
- # 5. New Military Area: in spring 1952, the kolkhoz farming this area was told to stop. Organizations (forest collectives, quarries, etc.) using the Kelchne RR station and storing materials near this station were told to move their supplies and cease using the facilities. This order was given by OkruzhPolKom (Okruzhnoy Ispolnitel'nyy Komitet). The area was declared a military zone.
- # 6. Approximate Area of Forest Cleared: in spring 1951 for inclusion in new military zone formed by adding area Point No. 6 to area Point No. 7.
- # 7. Former Garden Plots: taken from factory workers in spring of 1951 for inclusion in newly formed military area. Point No. 6 and Point No. 7 now form new military area. Road running through this area was cleared. Signs were posted proclaiming it a military area, and a guard armed with a submachine gun was on duty near warning signs just south of railroad track (Point No. 12, approximate position of road cutoff). There was intense construction activity in this area by military construction units (unit designation or strength unknown) in spring 1951. These military construction personnel brought in their own construction equipment [] personally saw scrapers, bulldozers, excavators, dump trucks, etc. and requisitioned one excavator from each of two factories in Mukachevo. Six excavators (each with capacity of 200 - 250 cu. m. per 8-hour shift) were used on a 24-hour basis for a period of five weeks to get aggregate (sand, gravel, etc.) from bed of Latorica River north of Mukachevo for use in this zone. The earth moved from the zone was dumped into abandoned stone quarries and in the various areas surrounding the town itself. [] could not approximate the northwest and northeast boundaries of the area. 25X1X
- # 8. Village of North Selo: near the eastern boundary of air base.
- # 9. Local Oil Products Distribution Center: all industries, collectives, etc., used this facility. Estimated maximum daily capacity of oil, grease, benzine, etc.: 100 tons. No known instance of this installation supplying the airfield.

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SECRET

- 5 -

- # 10. Road: from highway, Point No. 2, to airfield; crushed rock, 6 m. wide, wooden bridge over drainage ditch referred to in Point No. 2.
- # 11. RR Siding: served as resupply point for Point No. 9; 10 to 15 tank cars were seen daily at this point. The cars were of various sizes (10 - 15 - 20 tn.).
- # 12. Road Cutoff: leading into military area Points No. 6 and 7. Signs were posted here proclaiming this a military zone.

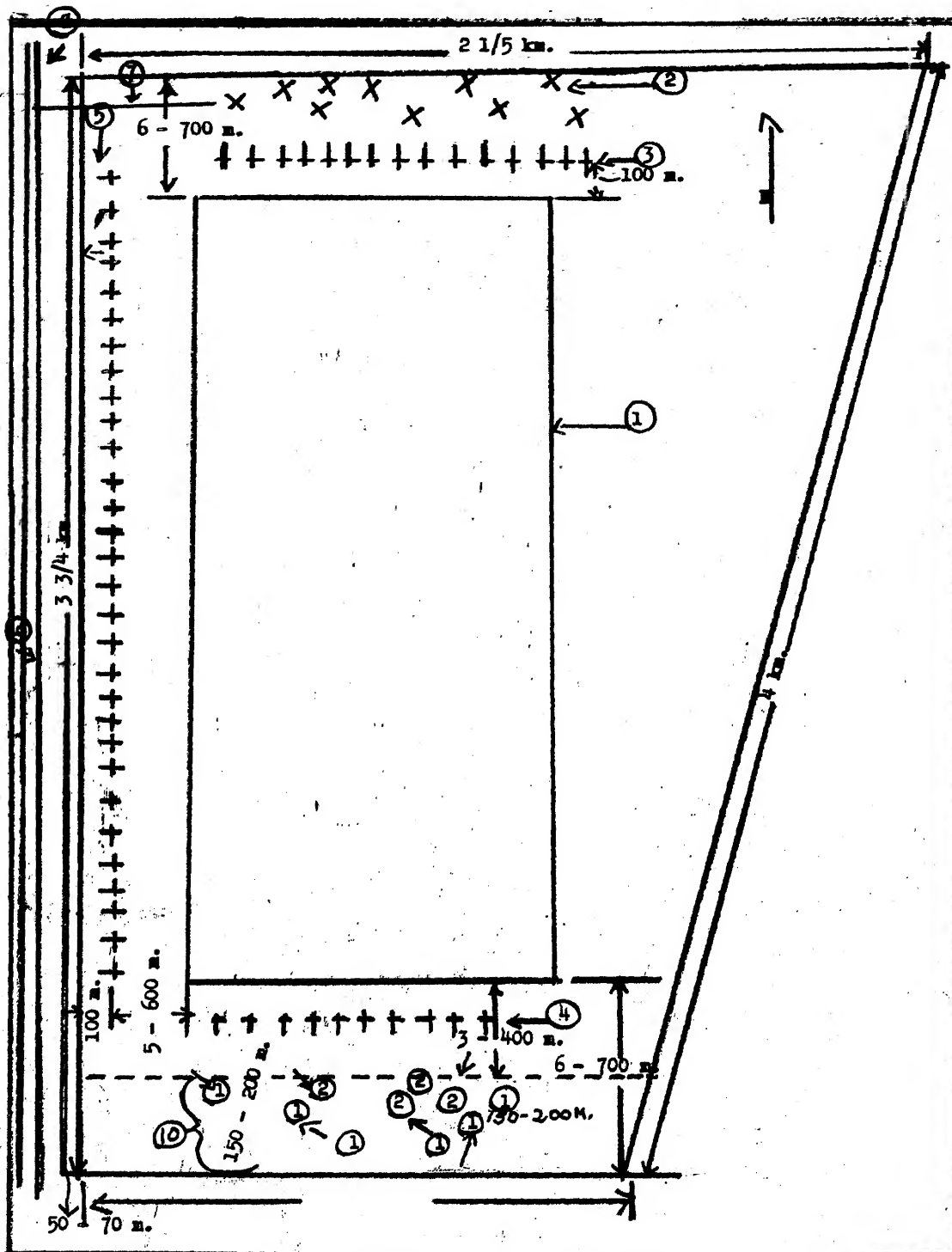
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- 6 -

Memory Sketch of Mukachevo Airfield and Facilities



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25X1A

SECRET

- 7 -

Legend to Sketch, Page 6

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Point # 1. Runway: [] believed it was asphalt. It was definitely black in color. Length 2,300 - 2,500 m.; width unknown.

2. Ten Wooden Buildings: windowless; tar paper, shed roofs; dimensions of one building were 10 - 12 x 3 - 4 x 2½ m. The buildings (which [] believed to contain supplies) were not arranged in any order, but were scattered throughout the area north of the parked aircraft.

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3. Parked Aircraft: normally there were 15 aircraft parked at the north end of runway. [] saw aircraft from this area taxi down the east side of runway to the south end and take off. Aircraft identified from pictures as MIG 15s, i.e., aircraft on left side of Page 206, Tab 5, Sec. III, AIG.

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4. Parked Aircraft: at south end of runway; normally there were 10 of them; [] also saw aircraft from this line taxi onto the runway and take-off.

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5. Parked Aircraft: 60 - 70 in number, canvas covered; [] never saw any movement of aircraft from this area.

6. Highway: same as Point No. 2, page 3.

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7. & 9. Road: same as Point No. 10, page 3.

8. Drainage Ditch: described in Point No. 2, page 3.

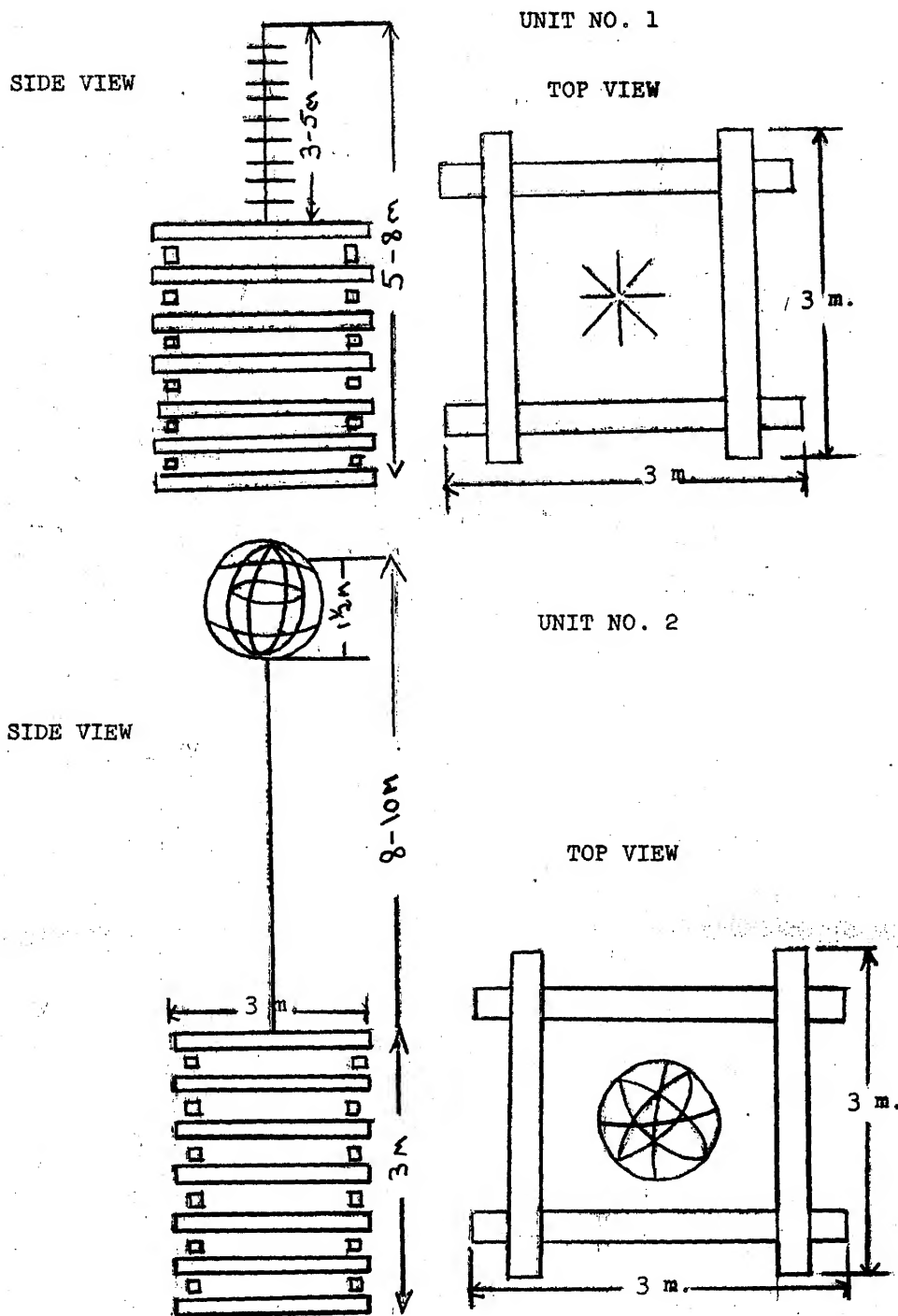
10. Area Including Encircled Figures 1 and 2: Encircled 1 corresponds to Unit one, page 8, and encircled 2 corresponds to Unit 2, page 8. Distance between units and general unit placement pattern are as shown on sketch.

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SECRET

- 8 -

Memory Sketch of Units Located at South End of Runway (see Point # 10, page 6)



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25X1A

SECRET

- 9 -

Legend to Sketch, Page 8

Unit No. 1: measurements as shown on sketch. The unit consisted of wooden piling from the center of which a center post protruded. Radiating from this post were metal spokes, equal in length and size. These units were placed in a roughly parabolic fashion surrounding the

Unit No. 2. / No further information or response to

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25X1

Unit No. 2: estimated measurements shown on sketch. All of these units were of the same height. The metal globe was supported by a rod and had strips of metal woven around it. [] stated that the metal strip weaving most nearly resembled those shown in the AIG, Tab 14, Sec. II, Fig. 6.7 The metal strips were not perforated. There was no apparent motion of the globe when the wind blew.

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